

SECTION 3

Alternatives

The alternatives considered for the proposed action are the product of a corridor study that considered and evaluated a broad range of alternatives (*Corridor Study Report* June 1996). The development and screening of alternatives was a collaborative process, involving input from public agencies, municipal officials, business leaders, the farm community, and interested citizens. Other resources, such as prior highway studies conducted in the study area, were also used in the consideration of possible alternatives. Numerous resources were incorporated to develop alternatives that provided for efficient travel with minimal disruption to communities and environmental resources.

The Build Alternatives selected for detail evaluation (Alternatives A and E) emerged from the screening process as the alternatives that best satisfy the project purpose and need. Both alternatives would improve travel efficiency with a no-stop, 4-lane expressway that would relieve traffic congestion through small communities, and along steep grades. Additionally, the alternatives would improve travel continuity through the project area and the region with an improvement that is consistent with an upgrade of the same type extending from Alton to the Quad Cities. Both of these alternatives also satisfied the objective of improving north-south travel in a part of the state that is significantly removed from high-type facilities (i.e. freeways or expressways). The Build Alternatives also improve rural access with improved travel times and access for the home to work trip, emergency response, and other essential trips. Lastly, the improved roadway would enhance the overall access to the area, thereby improving its economic stability and competitive position.

On January 23, 2002, the IDOT leadership identified Alternative E as the preferred course of action, following consideration of engineering studies, environmental documents, and public input. Since the Draft EIS, some modifications have been made to the roadway alignments and are discussed in Section 3.1.2.4. These modifications are denoted in bold lettering.

3.1 Alternatives Selected for Detailed Evaluation

3.1.1 No-Build Alternative

The No-Build Alternative is defined as no new major construction. Improvements implemented under this alternative would be limited to short-term restoration activities (maintenance improvements) needed to ensure continued use of U.S. 67 between Jacksonville and Macomb. The design of the existing roadway, including location, geometric features, and current capacity limitations, would remain unchanged. Under this alternative, some minor improvements could be anticipated at high volume intersections. Generally, there would be no need for any additional right-of-way for the No-Build Alternative.

Under the No-Build Alternative, committed improvements (as detailed in the 1998-2002 Highway Improvement Program) would still be undertaken. Committed improvements include resurfacing and intersection improvements at U.S. 67 and its intersection with IL 100/IL 104 and rehabilitation of the bridge over Mauvaise Terre Creek on U.S. 67.

3.1.2 Build Alternatives

The alternatives retained for engineering evaluation are shown in Table 3-1 and described below (the initial phase of alternatives evaluation and screening process was documented in the 1996 *Corridor Study Report*).

TABLE 3-1
Build Alternatives Retained for Detailed Study

South of Illinois River	Alternative A Alternative E
Beardstown Bypass	West bypass to existing bridge location
North of Illinois River	Alignment following existing U.S. 67
Rushville Bypass	Far west bypass
Industry Bypass	Far west bypass

3.1.2.1 Basic Features of the Build Alternatives

The proposed roadway types considered included a freeway, a 2-lane “super-2” highway, and a 4-lane expressway. The 4-lane expressway was selected as the preferred roadway type for the proposed improvement.

An expressway-type facility was chosen as the most appropriate type for the proposed improvements. The facility would be a 4-lane divided roadway with partial-access control; Table 3-2 provides a summary of basic highway terms. The typical roadway section would have two travel lanes in each direction separated by a grass median. The typical right-of-way width required for the proposed roadway would be 90 meters (295 feet); typical pavement width would be 7.2 meters (24 feet); and typical median width would be 15 meters (50 feet) and would consist of paved shoulders and grassed areas. The typical paved shoulder width would be 3 meters (10 feet) for the right shoulder and 1.8 meters (6 feet) for the left shoulder. Roadside ditches would be provided for drainage as appropriate (Figure 3-1). The overall right-of-way needs would be slightly greater in hilly terrain where larger roadway cuts or fills are required, as well as in low lying areas where sizable fills are required to raise the highway above flood level.

TABLE 3-2
Basic Highway Terms

Access Control	Restrictions are used to regulate vehicular access to and from properties abutting a highway facility. Access control can range from full control of access (access allowed only at grade-separated interchanges) to partial control of access (access allowed from a combination of grade-separated interchanges in urban areas, at-grade intersections in rural or less traveled areas, and residential or farm driveways).
Grade Separated Interchanges	Separate intersecting roads at different elevations. Connecting ramps provides traffic movement from one roadway to the other.
At-Grade Intersections	Allow two intersecting roads to cross at the same elevation. Typically, traffic control devices (traffic signals, stop and/or yield signs) control traffic on the intersecting roadways.
Medians	The center of the roadway separating opposing travel lanes. Medians can vary in width from 1 meter or less to over 30 meters (a few feet to over 100 feet). Median crossovers would be provided about every 800 meters (0.5 mile) to allow U-turns.

TABLE 3-2
Basic Highway Terms

Design Speed	The maximum safe speed that can be maintained on a section of highway when conditions are not compromised by weather or other factors.
Roadway Cross Section	A representative depiction of a roadway's basic features including roadside features, sideslopes, shoulders, travel lanes, medians, etc.
Roadway Cuts	Soil and rock excavations required for road construction when the planned roadway alignment is below the existing ground level.
Roadway Fills	Consisting of borrow material, are used to fill land depression and swales along an alignment where the planned elevation of the roadway is above the existing ground level.

The facility would be a “no-stop” highway. Grade-separated interchanges would be provided at all U.S.- and state-marked routes where justified by the cross traffic volume, and at all major crossroads where traffic signals would otherwise be warranted within 9 years from initial construction. The expressway would be fully access controlled for a distance of 455 meters (about 1,500 feet) on either side of each interchange. At-grade intersections would be provided at other crossroads (i.e., township, county, and some state highways). The location of grade-separated interchanges and at-grade intersections are described for each Build Alternative.

Direct access to the expressway would be permitted for homes and farm operations, except in the vicinity of grade-separated interchanges (Figure 3-2). Some movements to and from residences would be right-turn out/right-turn in only. Median crossovers would be provided at an average of about 800 meters (0.5 mile) apart to allow for U-turns. Commercial access directly to the expressway would not be permitted, but would be provided at the nearest crossroad.

A freeway, or a fully access-controlled highway, is an option that was considered for the U.S. 67 improvement. The only significant difference between a freeway and an expressway-type facility is the prohibition of at-grade access at minor crossroads, residential driveways, and field entrances. Consequently, costs would be substantially higher due to the need for more interchanges, frontage roads, etc. The anticipated use of improved U.S. 67 would not justify the additional costs and inconveniences to adjacent landowners associated with a freeway.

A “super-2” highway was a suggested facility type for this improvement. A “super-2” would be designed to a higher design speed than the usual 2-lane rural highway. Design features would include passing lanes every 8 kilometers (about 5 miles), turning and acceleration lanes where needed, wide driving lanes and paved shoulders, and bypasses around smaller communities. In several areas along the corridor, traffic volume in the design year (2030) would be greater than could be safely or efficiently accommodated on a 2-lane highway. Further, frequent changes from a 2-lane to a 4-lane cross section would impair system continuity and create potential driver confusion. Finally, a “super-2” facility would not reduce right-of-way or environmental impacts substantially, nor would it enhance the attractiveness of the area for business. Consequently, a 2-lane facility type would not be suitable because it would fail to satisfy the stated purpose and need for the improvement.

3.1.2.2 Build Alternatives

Two alternatives have been retained for detailed evaluation, including Alternatives A and E (Figures 3-3 and 3-4). The alternatives follow a common alignment from the south terminus of the project (near Jacksonville) to a point east of Chapin. From there, the alignments diverge—one following existing U.S. 67 (Alternative E), the other on new alignment (Alternative A). The two alternatives rejoin at a point south of Beardstown and then follow a common alignment to the northern terminus of the project.

Common Segment. The project contains two road segments common to both alternatives: from the Jacksonville West Bypass to east of Chapin along existing U.S. 67 and from a point south of Beardstown (Drainage Road) north to where the alignment terminates at U.S. 136 just west of Macomb. This portion of the alignment includes the bypasses around Beardstown, Rushville, and Industry. Through this portion, grade-separated interchanges would be provided at IL 125 near Beardstown, IL 103 north of the Illinois River, and U.S. 24 on the Rushville Far West Bypass. All other crossroads would have at-grade intersections with U.S. 67. Design standards would require the total reconstruction of existing U.S. 67. This alignment varies slightly from the existing 2-lane highway to accommodate current geometric design standards, including a wider roadway cross-section, a higher design speed, improved sight distances, and safety conditions. It also varies from the existing alignment in order to avoid residences, natural resources, and cultural resources.

Alternative E. Alternative E generally follows U.S. 67 from east of Chapin to the point south of Beardstown (Drainage Road). Along Alternative E, a grade-separated interchange would be provided at IL 104 near Meredosia. All other crossroads would have at-grade intersections with U.S. 67. Design standards would require the total reconstruction of existing U.S. 67. This alignment varies slightly from the existing 2-lane highway to accommodate current geometric design standards, including a wider roadway cross-section, a higher design speed, improved sight distances, and safety conditions. It also varies from the existing alignment in order to avoid residences, natural resources, and cultural resources.

Alternative A. Alternative A would begin 0.6 kilometer (0.37 mile) east of Arenzville-Concord Road. A grade-separated interchange would be provided at existing U.S. 67. The roadway would extend north to the Burlington Northern-Santa Fe (BNSF) Railroad tracks. The alignment would then parallel the tracks through Concord, then follow a northwestern path along the southeast side of Mud Creek, passing through the bluffs area, bypassing Arenzville on the west. The proposed roadway would intersect Arenzville-Meredosia Road about 2.4 kilometers (1.5 miles) west of Arenzville. The alignment would continue north until it rejoined the railroad tracks north of Hagener Road, paralleling the railroad tracks to a point south of Clear Creek. From there, it would continue in a north-northwesterly direction, cross over existing U.S. 67 south of Beardstown, and connect with the Beardstown Bypass in the vicinity of Drainage Road. A grade-separated interchange would be provided where Alternative A diverges from existing U.S. 67.

3.1.2.3 Bypasses

Beardstown Bypass at the Existing Illinois River Crossing. Both Alternatives A and E converge south of Beardstown and share the same alignment bypassing Beardstown and crossing the Illinois River (Figure 3-5). However, access to U.S. 67 through Beardstown would be different.

Under Alternative E, an at-grade connection would be constructed between the proposed expressway and existing U.S. 67 south of Beardstown. Under Alternative A, the proposed expressway would be grade-separated and not connect with existing U.S. 67.

The common alignment proceeds northwesterly around the western edge of the Beardstown Marsh, passing west of commercial development and rejoining U.S. 67 just south of the existing Illinois River bridge. After crossing the Illinois River on a new 4-lane bridge immediately downstream of the present bridge, the alignment proceeds north along U.S. 67 to IL 103/IL 100, just north of the bridge. Grade-separated interchanges would be provided at the IL 125 extension west of Beardstown and at IL 103/IL 100 north of the Illinois River.

The new 4-lane Illinois River bridge would have navigational clearances conforming with requirements of the U.S. Coast Guard. The hydrologic design of the bridge would avoid an increase of the river's flood profile upstream from the bridge. The present bridge would be removed when the new structure is in place. The bridge demolition options and their potential environmental effects are discussed in Section 4.

Rushville Bypass. Referred to as the “Far West Bypass,” the Rushville Bypass would be routed west of the community (Figure 3-6), west of Scripps Park and Golf Course, the Rushville Airport, and the property designated for the prison. The bypass would rejoin U.S. 67 north of Horney Branch Creek. A grade-separated interchange would be provided at U.S. 24.

Industry Bypass. The Industry Bypass would divert traffic from U.S. 67 just south of Industry and bypass the community on the west (Figure 3-7). The bypass would rejoin U.S. 67 near West North Street in Industry.

3.1.2.4 Design Modifications to the Preferred Alternative

Since the DEIS, three significant modifications have been made to the Alternative E Alignment. These modifications occurred at three locations, the proposed U.S. 67 interchange with IL 125, the mainline alignment of the Industry Bypass, and the mainline alignment near Chapin. Each of the modifications were the result of public input since the public hearing.

U.S. 67 / IL 125 Interchange Configuration. The proposed U.S. 67 interchange with IL 125 that was shown at the public hearing had a diamond configuration. After the public hearing it was learned that the City of Beardstown desired an interchange that would provide better access to 6th Street, which provides a more direct route to downtown.

The interchange configuration has therefore been revised in order to provide better access to 6th Street, see Figure 4-2: Exhibit Green 11. The proposed northbound U.S. 67 exit and entrance ramps now connect to the existing U.S. 67 at an intersection located approximately 250 meters (820 feet) south of 6th Street. The southbound U.S. 67 ramps terminate at an intersection that is located on an extension of 6th Street west of existing U.S. 67. The proposed U.S. 67 median is narrowed from 15 meters (49 feet) to 7 meters (23 feet) through the interchange to further reduce the impact to the wetlands. The 7 meters (23 feet) width matches the U.S. 67 median on the proposed Illinois River bridge.

Mainline Alignment at Industry Bypass. The proposed U.S. 67 alignment bypasses the town of Industry to the west in order to minimize impacts to the areas of greatest development. The alignment begins to shift to the west of existing U.S. 67 near Township

Road 200N (1.6 kilometers or 5,249 feet south of CH9), and returns to the existing U.S. 67 corridor approximately 900 meters (2,952 feet) north of West Street, see Figure 4-2: Exhibit Green 21. The proposed alignment of U.S. 67 shifted to the west by up to an additional 60 meters (196 feet) between Township Road 200N and CH9.

Mainline Alignment Near Chapin. The proposed U.S. 67 alignment shown at the public hearing in August 2001 included a shift of approximately 250 meters (820 feet) to the north of the existing alignment in the vicinity of the Village of Chapin. The shift starts approximately 500 meters (1,640 feet) west of Arenzville-Concord Road, and the alignment returns to near the existing U.S. 67 centerline approximately 800 meters (2,624 feet) west of Crews Lane. An intersection is provided at Crews Lane. Existing U.S. 67 would serve as a local road from Arenzville-Concord Road to Bethel Lane. The northward shift was recommended in order to avoid impacts to a historic site and a cemetery.

Since that time it has been learned that the historical building no longer exists due to a fire, and that French Cemetery does not contain any graves. Landowners at the public hearing disapproved of the severances of farmlands created by the proposed alignment. For these reasons, the proposed U.S. 67 alignment has been shifted back to approximately 50-60 meters (164-196 feet) north of the existing alignment, see Figure 4.2: Exhibit Orange 3. An intersection is provided at Crews Lane. Existing U.S. 67 remains in place adjacent to the proposed expressway between Arenzville-Concord Road and Bethel Lane, serving as a frontage road.

3.2 Alternatives Eliminated from Further Consideration

3.2.1 Other Highway Location Alternatives Considered but Eliminated

3.2.1.1 Alternatives South of the Illinois River

Alternative B was considered but dismissed from further study. Alternative B generally followed Boulevard Road from Arenzville-Meredosia Road to the vicinity of Edgewood Drive and then west to a junction with other build alternatives south of Beardstown (Figure 3-8). Between Jacksonville and Arenzville-Meredosia Road, two sub-options were evaluated:

- B-1 followed U.S. 67 to St. Paul's Church Road, and then northward through the bluffs on new alignment to Boulevard Road.
- B-2 followed U.S. 67 to Hwy 100 E (Oak Street) near Chapin, and then north, joining Boulevard Road north of the bluffs.

Alternative B was eliminated from further consideration for the following reasons:

- It impacted a greater number of known special habitat areas with threatened and endangered species.
- It was opposed by Drainage District Commissioners because of flooding and drainage concerns.
- It was determined that removing Boulevard Road as a local road would disrupt the local roadway network.

- It required **an** extensive cut through the bluffs.
- It affected a greater number of farms.
- It was less proximate to population areas.

A sub-option of Alternative A, known as A-2, was considered but eliminated following study. Alternative A-2 followed existing U.S. 67 from the Jacksonville Bypass to Mt. Zion Road, continued north until it reached the BNSF railroad tracks, and then followed the tracks (Figure 3-8). This option was eliminated because it caused greater wetland impacts in the Mauvaise Terre Creek area, as well as greater farmland impact.

3.2.1.2 Alternatives in the Vicinity of Beardstown

An alternative Illinois River bridge location about 1 kilometer (0.6 mile) downstream from the existing 2-lane bridge at Beardstown was considered but eliminated from detailed study. The approach to this alternative bridge location diverged from present U.S. 67 in the vicinity of Pilger Lane and followed new alignment across the river and adjacent farmland, rejoining the existing roadway north of IL 103/IL 100 intersection (Figure 3-9). The alternative bridge location was eliminated for several reasons. The approaches to an alternative bridge location were disruptive to farming operations and resulted in greater farmland impacts and caused greater floodplain encroachment north of the river. In addition, the cost was significantly greater than a bridge at or near the existing bridge location. Finally, this bridge location was farthest from Beardstown, and the community was concerned that it was too far from town. Bypasses should be reasonably close to the community without serving as a barrier to growth. Alternatively, if a roadway is located too far from the community, it will fail to serve the transportation needs of the town. A bypass located farther from the edge of the community increases the distance vehicles must travel. Research indicates that in some cases, as the distance between the bypass and the bypassed route increases, sales from service-oriented establishments decline (Helaakoski 1992). Therefore, based on community distance and the other mentioned considerations, the alternative bridge location option was eliminated from further consideration.

Consideration was also given to an alternative following the present alignment of U.S. 67 to the existing Illinois River bridge location (Figure 3-9). This was dropped from further consideration because it caused greater impact to the Beardstown Marsh and other sensitive habitats, displaced commercial properties at the Beardstown Plaza (the main commercial center for the area), and created a physical barrier by separating the Beardstown Plaza from the rest of Beardstown. The result of a roadway structure through town on existing alignment would disrupt travel patterns and would require circuitous travel from town to the Plaza. Pedestrian movement across the expressway would also be restricted. Further, an expressway would introduce a size and scale of development inappropriate with other land uses in the immediate area. For these reasons, this alternative was eliminated.

3.2.1.3 Alternatives in the Vicinity of Rushville

Three other alternatives were studied but eliminated in the Rushville area (Figure 3-10).

A west bypass of the community was considered. While this route would have avoided impact to Scripps Park, it would have crossed through the airport and required relocation of the grass runway strip. The alignment also would have bisected the Schuyler County

property that will be the site of a new state prison. For these reasons, this alternative was eliminated from further consideration.

An alternative consisting of maintaining U.S. 67 on its existing route and providing an interchange at existing U.S. 24 was considered. This was eliminated because it would have adversely impacted existing commercial and residential development at this location (displacing several buildings and altering access to those remaining) and would have created a physical barrier through town. This barrier would have obstructed pedestrian and bicycle travel to and from the west side of the community, where Scripps Park (the principle park in Rushville) is located. This alternative was eliminated from further consideration.

An alternative that would include a 2-lane U.S. 24 bypass in combination with 4-lane U.S. 67 on the present alignment was considered. With this option, there would have been no interchange or intersection with U.S. 24 where the two routes now cross. Similar to the other alternative, this would have created a physical barrier through town, obstructing pedestrian and bicycle travel between the east and west sides of the community. Further, the community did not support re-routing of U.S. 24 traffic outside of their downtown area. For these reasons, this alternative was eliminated from further consideration.

3.2.1.4 Alternatives in the Vicinity of Industry

Two additional bypass alternatives were considered in Industry, but eliminated from further consideration following detailed evaluation (Figure 3-10). The residents of Industry provided input during the alternative evaluation process and determined that a near west bypass would be severely disruptive to their community because it displaced up to seven residences and impacted a pond valuable to the community. An east bypass was evaluated but dismissed because it did not complement the community's development pattern (which was to the west), the prospects of future development, or local travel patterns. In addition, the east bypass impacted the greatest amount of farmland and number of farms than other alternatives. The cumulative effects of these alternatives on natural resources, the community's land use pattern, and farmland resulted in their elimination from further examination.

A through-town alternative (existing U.S. 67) was also considered for Industry. However, a preliminary examination determined that this alternative would cause substantial disruption to the community, displacing a significant number of residences and over 50 percent of the commercial establishments in the community. The impact associated with this alternative was determined to be too extensive, and the through-town alternative was dismissed as an unreasonable solution.

3.2.1.5 Two-Lane Alternative

An improved 2-lane highway, termed a "super-2," was considered. This alternative road type could be applied to either the existing U.S. 67 alignment or a new alignment. The design features of the "super-2" would include a higher design speed than the usual 2-lane rural highway, would have passing lanes every 8 kilometers (about 5 miles), turning and acceleration lanes where needed, wide driving lanes and paved shoulders, and bypasses around smaller communities. A "super-2" highway would cost about two-thirds as much as a rural expressway, would require slightly less right-of-way, and would result in slightly fewer impacts to the adjacent environment. However, a "super-2" highway would fail to

satisfy the basic purpose and need of the U.S. 67 improvement. In the vicinity of Jacksonville, Beardstown, and Rushville, traffic volume in the design year (2030) would be greater than could be safely or efficiently accommodated on a 2-lane highway. Therefore, frequent changes from a 2-lane to a 4-lane cross section would impair system continuity and create potential driver confusion.

In examining crash rates for Illinois highways, there is a significant difference in the expected crash rates of 2-lane undivided rural highways and 4-lane divided rural highways. Several crash types, such as head-on collisions or sideswipes of two vehicles traveling in opposite directions, would be nearly eliminated by a wide median separating opposing travel lanes. The average crash rate (crashes per million vehicle miles [MVM]) on Illinois highways for 1991 to 1993 was 0.64 for divided rural highways versus 0.87, or 35 percent more, for 2-lane rural highways (both rates are exclusive of deer crashes).

There is a perception in the study area, and research shows, that proximity to a 4-lane highway would assist in retaining existing business and development and in attracting new development. The perceived effect of being near a continuous 4-lane highway may make a location more attractive to businesses searching for facility sites or businesses considering a move.

The construction costs, right-of-way requirements, and environmental impacts associated with a “super-2” highway would not be substantially less than for a 4-lane rural expressway, given the requirements for controlled-access bypasses of local communities, climbing lanes wherever critical grades were encountered, frequent passing lanes, and interchanges with major intersecting highways. Therefore, the 2-lane alternative was not retained for further consideration.

3.2.1.6 Rushville to Griggsville Corridor

Suggestions to extend U.S. 67 directly south from Rushville on the west side of the Illinois River to I-72 near Griggsville were made by several residents in the Mt. Sterling area, as well as public meeting attendees. Several locations for a corridor from Rushville to Griggsville following IL 107 and/or U.S. 24 were investigated previously. Proponents for the Rushville to Griggsville alternative noted that this corridor would preclude the need for a new bridge across the Illinois River near Beardstown. This alternative would use the existing I-72 bridges, thereby eliminating the costs associated with a new Illinois River bridge crossing.

Although the cost of a new Illinois River bridge is a significant element of the proposed U.S. 67 improvements, other factors led to eliminating the Rushville to Griggsville corridor from further consideration. For example, the relocation of U.S. 67 to the west of the Illinois River would adversely impact established business development in the communities of Beardstown, Meredosia, Arenzville, and possibly Jacksonville. Further, the economic development objectives of the proposed project would be best served by an alignment that passes near existing population centers rather than the sparsely populated area west of the Illinois River. Also, the proposal to relocate U.S. 67 would increase the trip length on U.S. 67 to locations north of Rushville or south of Jacksonville by 35 kilometers (22 miles). The additional trip length would be in direct conflict with the purpose and need to provide improved travel efficiency through the U.S. 67 corridor. The combination of these factors lead to the decision to dismiss the Rushville to Griggsville alternative from further consideration.

3.2.2 Non-Highway Alternatives Considered but Eliminated

Presently, there is no public transportation service in the study area. The area is rural, characterized by low population density and relatively long user trip lengths. With the exception of Macomb, the area has no passenger rail service, no full-service airport, and no inter-city bus service. Non-highway alternatives are not a practical alternative for serving the transportation needs of the area. Travel demands generated by land use and development in the study area are greater than can be effectively and efficiently accommodated by non-highway alternatives. Prior research and experience elsewhere clearly indicate that travel diversion to other modes required to satisfy the mobility problems in the study area are beyond the range usually achieved by non-highway alternatives. For example, even if bus service were provided, it would only decrease peak hour auto trips by less than 2 to 3 percent, not enough to noticeably reduce auto trips in the study area. Overall, non-highway alternatives are incapable of serving the purpose and need of the project as discussed in Section 1.

Travel Demand Management (TDM) embraces techniques to control or reduce the demand for transportation facilities. Examples of TDM strategies are ridesharing, staggered work hours, telecommuting, and congestion pricing, etc. Experience has shown that TDM is effective only where major employment centers exist.

There is one large industry in Beardstown, Excel Corporation, where TDM techniques such as ridesharing or vanpools may be applicable. However, the potential travel diversion to these alternatives would not measurably reduce auto trips. Therefore, although TDM is a desirable transportation objective, it is not considered to be a viable alternative in this rural setting.